

**HISTORICAL AND
TOPOGRAPHICAL
GUIDE TO VALLEY
FORGE. FOURTH EDITION**

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Historical and Topographical Guide to Valley Forge. Fourth Edition by W. Herbert Burk

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WASHINGTON'S HEADQUARTERS.

HISTORICAL AND TOPOGRAPHICAL

GUIDE

TO

VALLEY FORGE

BY

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FOURTH EDITION — REVISED AND ENLARGED
ILLUSTRATED WITH PHOTOGRAPHS BY THE AUTHOR
AND OTHERS

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PREFACE.

In the following pages I have endeavored to supply that information which will be of most value to the visitor to Valley Forge. Without some such guidance much of the interest which belongs to the place is lost, as I know from personal experience. My endeavor has been to connect the living personality of the men of the Revolution with the objects which remain. Unfortunately no one has attempted this, and consequently much time and labor have been spent in gathering the information which would enable me to do it. Incomplete as the work is, I offer it to the American people in the hope that its pages may bring to them something of the enthusiasm which its preparation has brought me.

I am indebted to Mr. Edson J. Weeks for permission to use the picture of Washington's Headquarters and to Prof. Jesse E. Philips for the use of his copy of Peale's portrait of Washington.

W. HERBERT BURK.

All Saints' Rectory,
April 23, 1906.

PREFACE TO THE SECOND EDITION.

The development at Valley Forge, both in the Park and at the Washington Memorial Chapel, has been so rapid that a new edition of the VALLEY FORGE GUIDE is demanded. In its preparation I have availed myself of the important researches made by Dr. John W. Jordan for the Valley Forge Commission for the brigade markers, and desire to express my gratitude for Dr. Jordan's work and my indebtedness to him. I also gratefully acknowledge the courtesy of Mrs. William Benton Greene, Jr., in allowing me to reproduce the portrait of General Greene owned by her. To Harper & Brothers, for the permission to copy Lossing's drawing of Washington's tents; to the Reading Railway Company, and to the Phoenixville, Valley Forge and Strafford Railway Company, for the use of maps, I am grateful for these important additions to the value and interest of the GUIDE.

W. HERBERT BURK.

All Saints' Rectory,
May 10, 1910.

HOW TO REACH VALLEY FORGE.

Valley Forge is on the Reading Division of the Philadelphia and Reading Railway, 23.6 miles from Philadelphia. There are several trains each way, daily. The single fare is \$0.59 and the round trip \$1.18. The ten-trip ticket (good for parties) is \$4.72.

Special rates are made to organizations, Sunday schools, etc., from any point on the Reading System, on application to the General Passenger Agent, Reading Terminal, Philadelphia.

The Headquarters and the entrance to the Park are near the station. The location of the stations and their relation to the encampment are shown by the small map.

Valley Forge can also be reached by the Pennsylvania Railroad, from Broad Street Station. Betzwood is the station for the State Park. It is 21.7 miles from Philadelphia. The single fare is \$0.54; the round trip \$1.08, and the ten-trip \$4.30. (good for parties). The Right Line Boulevard entrance is a little over a half mile from Betzwood Station. The Headquarters are two and a half-miles from Betzwood.

The only trolley line to Valley Forge is that of the Phoenixville, Valley Forge and Strafford Electric Railway, connecting Valley Forge and Phoenixville. The Phoenixville terminus is Bridge and Starr Streets.

Cars run every hour on the hour. Fare, one way \$0.10, round trip, \$0.15.

The company's map, showing actual and contemplated lines, is on page 9.

City Hall, Philadelphia, Broad Street, to Spring Garden, to Lemon Hill, to Girard Avenue Bridge, to Belmont Avenue, to Conshohocken Road, to Philadelphia, Bala and Bryn Mawr Turnpike, through Bryn Mawr to Gulph Mills, Gulph Road through King of Prussia, road to right to Park entrance, or on to Port Kennedy, then right on River Road.

City Hall, Market Street to Lancaster Avenue, over Lancaster Pike to Bryn Mawr, right to Montgomery Avenue, to Gulph Mills, Gulph Road through King of Prussia to Valley Forge.

City Hall, Broad Street, to Vine, to Parkway, to Park Drive, to Ridge Avenue, to Norristown, to Jeffersonville, to Port Kennedy, to River Road to Valley Forge.

City Hall, Broad Street, west on Spring Garden Street to Fairmount Park, right at Lincoln Avenue, to Girard Avenue, right under bridge, through Park to Belmont Avenue, to City Line, to Overbrook, to Lancaster Turnpike, to Devon, right to Valley Forge Park.

Tourists using the Lincoln Highway should leave the Highway at Devon Garage, turning right, if going from Philadelphia, left if going to Philadelphia. A State Highway, steep with many curves, leads to the Valley Forge Park at the Washington Redoubt.

AUTOMOBILE LINES.

THE BROWN LINE.

Passing through Fairmount Park to Overbrook, through Wynnewood, Ardmore, Haverford, Bryn Mawr, Wayne, Stratford, Devon to Valley Forge, making the entire Park Drive; covering every point of interest. Returning by King of Prussia through the Gulph Mills. Fourteen-passenger touring cars are used on this trip. Fair, round trip, \$2.00. Cars leave Gimbel Brothers store, 9th and Market Streets, daily at 10 A. M. Return to Philadelphia at 5 P. M.

NOTE.—In engaging any automobile visitors should stipulate that ample time is allowed to see the Valley Forge Museum.

HOTELS.

"The Washington Inn," near the Headquarters.

"The Valley Forge Inn," near the Headquarters.

"The Mansion House," in Valley Forge.

"The Port Kennedy Inn," at Port Kennedy Station.

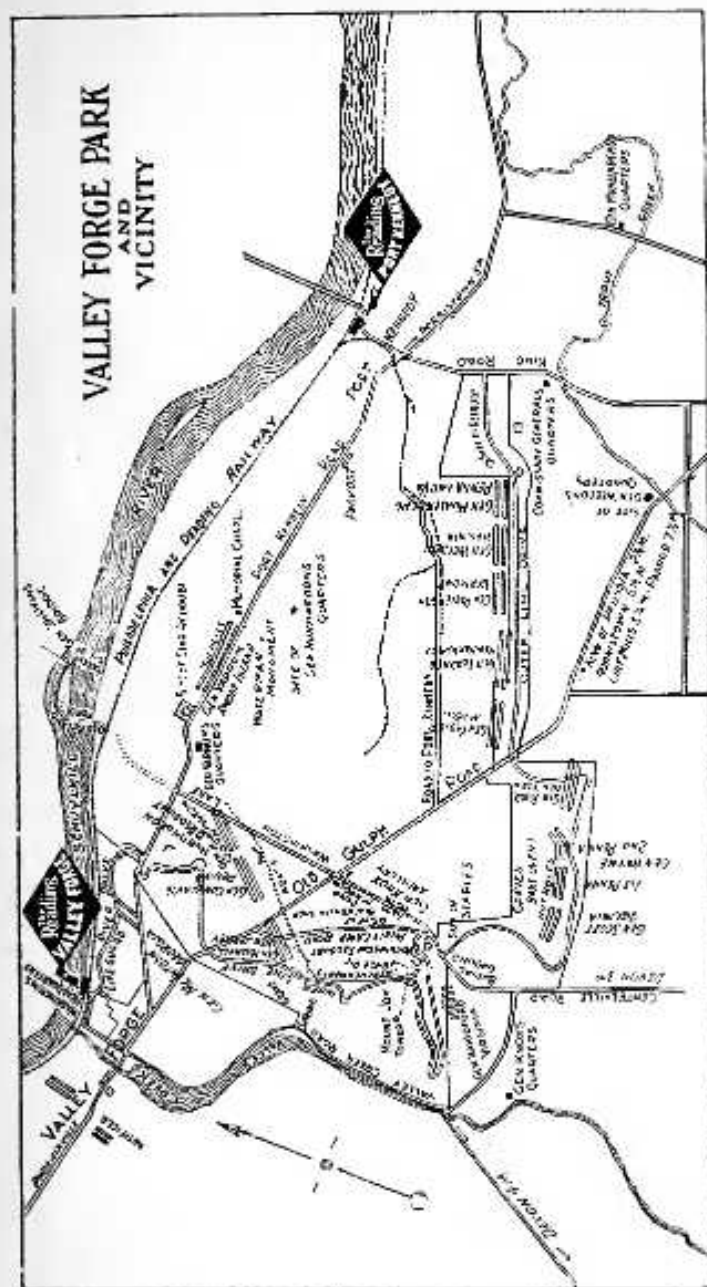
"The King of Prussia Inn," King of Prussia.

"The Globe Hotel," Centreville.

TEA ROOM.

The Camp Tea House, in a large grove opposite the Camp School, is open daily.

On several farms in the neighborhood there are excellent accommodations for boarders. Address, Mrs. John W. Andrews, or Mrs. William M. Stephens, Port Kennedy, Pa.



MAP SHOWING THE RELATION OF THE READING STATIONS TO THE ENCAMPMENT.

By courtesy of the Company